BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Electric Vehicle Charging Station Demonstration Program

(for public entities only)

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Overview

Introduction & Background

- Bay Area Air Quality Management District (Air District)
- Electric Vehicle (EV) Goals and Incentives

Program Information

- Funding Sources
- Guidance and Requirements
- Application Process
- Evaluation Criteria

Additional Resources

Contact and Questions

Introduction & Background

The Air District:

- Established in 1955
- Nine Bay Area Counties
- Seven Million Residents
- 5,340 square miles

Our Mission:

To protect and improve public health, air quality, and the global climate

EVs: Goals

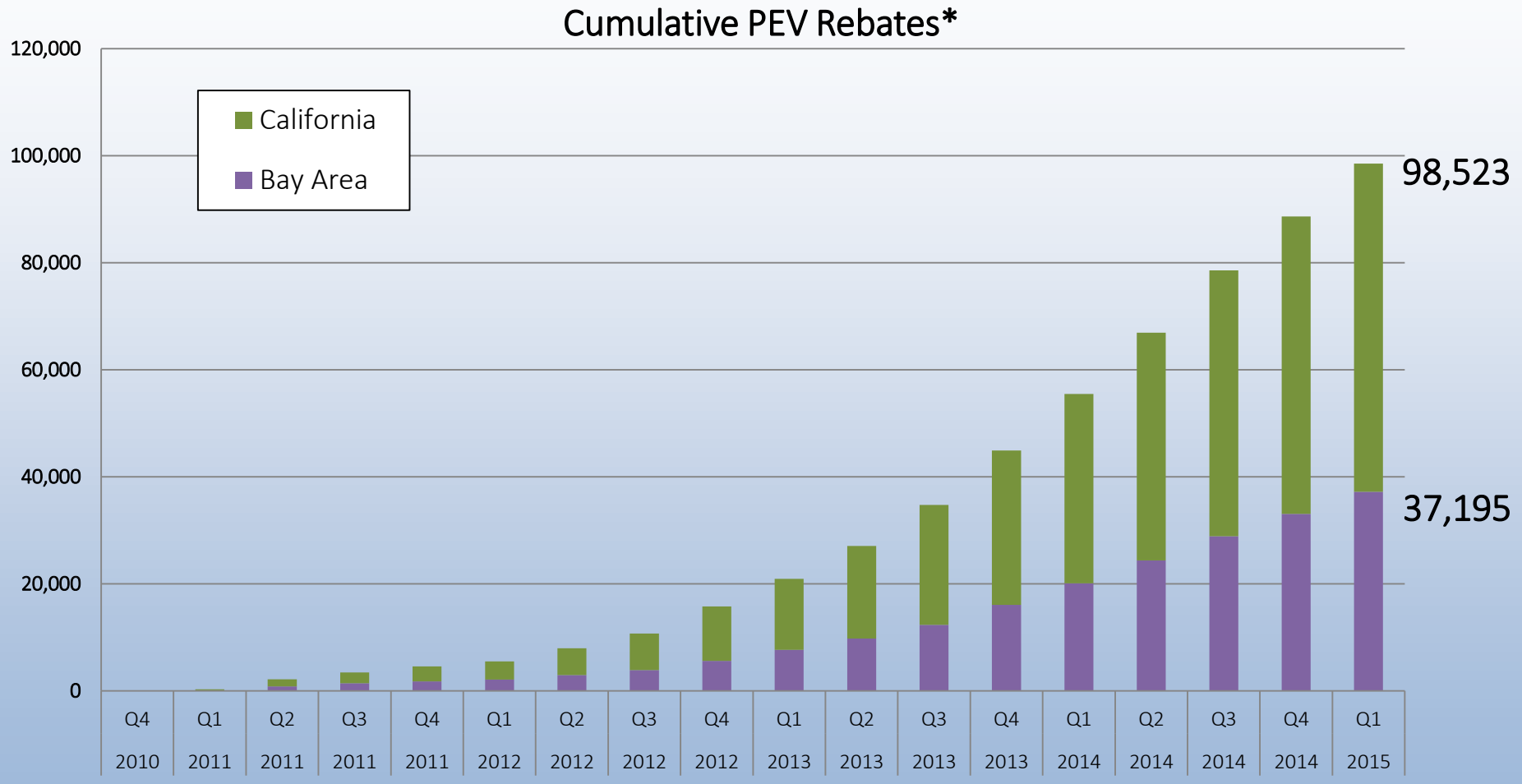
2020:

- 110,000 EVs (Bay Area)

2025:

- 247,000 EVs (Bay Area)
- 1.5 M EVs (Statewide)

EVs: State of the Market



*Based on Center for Sustainable Energy (2015). California Air Resources Board Clean Vehicle Rebate Project, Rebate Statistics. Data last updated May 11, 2015. Retrieved May 15, 2015 from http://energycenter.org/clean-vehicle-rebate-project/rebate-statistic

Air District Funding for PEVs

Vehicles

PEV Rebates (for public agencies)

- Light Duty PEVs
- Neighborhood electric vehicles
- Electric motorcycles

Zero-emission vehicles (coming soon!)

- High mileage light-duty vehicles (3 or more)
- Heavy-duty vehicles and buses

Infrastructure

Charge!

- Workplaces
- Multifamily dwelling units
- Key destinations
- Transportation corridors

EV Charging Station Demonstration Program

- Special opportunity for public agencies to:
  - *Deploy infrastructure quickly*
  - *Participate in information sharing*

EV Charging Station Demonstration Program

Purpose of Solicitation:

- **Expand** the Region's access to publicly-available EV Chargers
- **Document** best practices, challenges, and lessons learned
- **Publish** results and usage in a White Paper and in Case Studies

Examples of Participation

- Present project at EV Strategic Council
- Participate in speaking engagements at EV conferences
- Provide guidance and information to local community

Funding Sources

Transportation Fund for Clean Air

- Purpose: to reduce tailpipe criteria emissions from on-road sources
- $4 surcharge on motor vehicle registrations
- Up to $450,000 available

Reformulated Gasoline Settlement Fund

- Purpose: to achieve clean air and fuel efficiency benefits for California consumers
- Judgement issued in Reformulated Gasoline (RFG) Antitrust and Patent Litigation, MDL Case No. 05-1761 CAS (VBKx) (U.S. District Court Central District of California)
- Up to $450,000 available

Eligible Facility Types

Transportation Corridor	Workplace	Destination
		
At least one: • DC Fast May include: • Level 2	Any combo of: • DC Fast • Level 2 • Level 1	Any combo of: • DC Fast • Level 2 • Level 1

Max. Award Amounts

Minimum: $10,000 per application/applicant

Maximum: $250,000 (for Level 1 and 2); $600,000 (with DC Fast) per applicant

Project Scope	Maximum Funding Amounts per Charger (Usage Requirement Over 3 Yrs.)		
	Level 1 (*1,500 kWh*)	Level 2 (*9,000 kWh*)	DC Fast (*75,000 kWh*)
Charging Station Only	$3,000	$11,000	$75,000
Bonus $ for Solar or Wind Power	$0.50 per kWh generated, up to a maximum of:		
	$500	$3,000	$25,000
Max. Award	$3,500	$14,000	$100,000

Minimum Usage Requirements
and EV miles equivalent

	L1	L2	DC Fast
Usage (kWh)	1,500	9,000	75,000
EV Mile Equivalent (Project Life: 3 years)	5,040	30,240	252,000
EV Mile Equivalent (per year for 3 years)	1,680	10,080	84,000
EV Mile Equivalent (per day for 3 years)	5	28	230
Charge Duration (hours per day for 3 years)	1.03	1.26	1.92*

* Assume charging ~4 vehicles for 30 minutes.

Eligible Project Cost

Costs eligible for reimbursement & match funding:

- Charging station hardware (including tax and shipping fees);
- Installation labor, materials (e.g., trenching, wiring, conduit) and necessary electrical upgrades to meet the demands of the Charging Station (i.e., electrical panels and transformers);
- Permit fees;
- Hardware or Equipment used to record kWh dispensed from the Charging Station to PEVs (e.g., separate meter, data logger); and
- *For projects incorporating solar or wind power generation: Power generation and battery storage hardware (including tax and shipping fees).*

Schedule

DATE	ACTIVITY
October 8, 2015, 4 PM	Application deadline (solicitation closes)
By **December 14, 2015** (tentative)	Notice of Determination
Spring 2016 (no later than **May 3, 2016**)	All contracts executed
Within **6 months** of contract agreement (Installation Completed)	All project equipment/stations must be installed and available for use by the public (awarded funds must be expended) Awardees submit Interim Status Report and Final Invoice **1st Payment:** Air District makes payment & retains 15%
Every **February 15 & August 15** (Operations Phase)	Awardees submit Operational Report for at least 3 years and until usage requirement is satisfied
After submission of the last Operational Report (Project Completed)	**Final Payment:** Air District releases 15% that was withheld
On-going	Awardees participate in roundtable discussions and case studies

Application Submittal Instructions

Submit both electronically and as a hard copy. Include the following:

- Completed signed online application
  - Evidence of Authority to Apply & Implement the Project
  - Proof of authority to install & operate station
  - Map showing each location and location of each charging station
  - Copy of estimate for each charger at each facility
  - Proof of insurance
  - W-9 (only hardcopy; do not upload)
  - Additional info (if applicable)

How to Apply?

Applicant
(Project)

Facility A

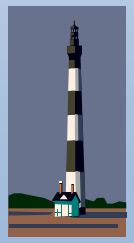
Facility Type:
Corridor
Destination ✓
Workplace

- Charging station 1
- Charging station 2
- Charging Station 3

Facility B

Facility Type:
Corridor
Destination
Workplace ✓

- Charging station 1
- Charging station 2 (dual)
- Charging Station 3



Facility C

Facility Type:
Corridor
Destination ✓
Workplace

- Charging station 1
- Charging station 2 (dual)
- Charging Station 3

Example Application

B. CHARGER INFORMATION

Total Eligible Cost

Provide a budget below for this facility broken out by charger type. The Air District will determine your ***match requirement (%)*** based on cost information provided in this application.

Charger Type	Charger Quantity	# of ports per charger	Request per Charger ($)	Solar or Wind Bonus?	Bonus Request per Charger ($)	Total Eligible Cost ($)	Total Request per Charger ($)	Total Request ($)	
DC Fast	1	1	72000	No	0	80000	72000	72000	
Level 2	5	2	3000	Yes	500	50000	3500	17500	Remove
Level 2	5	1	3000	Yes	500	50000	3500	17500	Remove

Add another charger type

Discounts, Credits, & Non-Air District Grants/Rebates

Provide a list of ALL discounts, credits, and non-Air District grants/rebates by source and by charger type. If these funds are derived from more than a single source, specify each funding source and the amount on a separate line. ***Air District will subtract these funds from your Eligible Cost to determine award amount. Refer to the FAQ for more information about how award amount is determined.***

Source	Amount ($)	Funding Status	Charger Type
CEC grant	1000	Secured	Level 2

Add another source

Total Eligible Cost of this Facility: $ 180000.00

Total Request for this Facility: $ 107000.00

Evaluation Criteria

Criteria	Max. Points
Cost-effectiveness: • *Most Air Quality Benefits & Gasoline Usage Reductions* • *Least amount of funding requested*	75
Readiness: • *Permits, MOUs, CEQA*	10
Public Accessibility: • *Number of chargers open to the public*	10
Charger Network Expansion: • *Locations that fill in gaps or extend range*	5
Highly Impacted Community: • *First 25% of funding reserved*	Y/N
TOTAL:	100

EV Infrastructure Programs

Charge!

To quickly and efficiently expand the region's network of publicly available charging stations.

- Public and Private Entities
- First come, first served
- Multifamily dwelling units are eligible locations
- Annual Reporting
- Lower maximum award and percent funded (75%)

EV Charging Station Demonstration Program

To quickly and efficiently expand the region's network of publicly available charging stations AND to determine the environmental, economic, and operating benefits of publicly available charging stations.

- Public Agencies only
- Competitive process
- Multifamily dwelling units are *not* eligible for funding
- More frequent reporting; required to participate in discussions and case studies
- Higher maximum award and percent funded (90%)

Additional Funding Sources

Air Resources Board

- Cap & Trade
- Clean Vehicle Rebate Project (CRVP)
- California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP)

California Energy Commission

- Infrastructure
- Planning
- Renewable Energy

Other

- Federal (e.g., Department of Energy)
- Metropolitan Transportation Commission
- CPUC Self-Generation Incentive Program
- CalCAP EV Charging Station Financing Program

Questions

Program Website

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